

SENSATIONAL MURDER AT SAIGON.

EUROPEAN HACKED TO DEATH.

A sensational murder case came before the Assize Court at Saigon, the other day. Three Annamites—natives of the country—were indicted for the murder of a French Customs officer named Bourgois. The latter was a hard-working official, highly respected by his countrymen. In May last, he had charged a houseboy in his service. The boy determined to revenge himself, on the ground that Bourgois had kept back his certificates of character and had cut his pay. The boy found a sympathizer in Bourgois's cook, who finally agreed to help him in taking revenge. Another accomplice was secured by a promise of twenty dollars and a bribe. Early in June, three men, dressed in the uniforms of the Annamites, entered Bourgois's residence. As soon as Bourgois had retired himself on a long chair in the dining-room, the three fell upon him and killed him with repeated blows from hatchets. The murderers, after stealing what they could, carried the corpse in the long chair and threw it into a neighbouring river. Afterwards they divided the plunder. Some of the plunder they shared with three other Annamites, who they shared accomplices. The three murderers lightened the task of the prosecution by a confession. They were all condemned to death. Two of the accomplices were sentenced to five years' hard labour each. The third received ten years.—*Bangkok Times.*

YACHTING.

THE COWES WEEK.

The arrival of the Prince of Wales in Cowes roads on Saturday evening was marked by a salute of 21 guns from the Royal Yacht Squadron battery, and the large fleet of yachts at anchor between Old Castle point and Egg Point meanwhile had ensigns dipped and burgees mast-headed. Although the Prince of Wales's unfortunate accident will prevent his taking the active part he usually does in the yacht racing, the presence of the commander of the Royal Yacht Squadron proves the interest he takes in the regatta, while locally it will save the season, and the fact of his Royal Highness's being on the scene is a source of unbounded gratification. There will be a few unimportant changes in the usual arrangements, notably the abandonment of the Royal Yacht Squadron dinner; but in regard to the regatta it may be said that the sailing committee has never before put forward such a long sailing programme, as, with an extra race not yet included in the list, no fewer than nine events will be decided during the four days of the meeting, while the collective entries will probably exceed 60 yachts.

MONDAY.

The muster of yachts in Cowes Roads was considerably augmented yesterday, and there was quite a crowded anchorage at sundown. It was a day of radiant sunshine, with a pleasantly cool southerly breeze, which came strongly enough off the island to attract ensigns and burgees to full length. The racing portion of a splendid fleet very far exceeded the average of at least the past decade, but large steam yachts were not so numerous as last year. Figuring most prominently in the collective show of vessels were the two Royal yachts and the grandest *Crested*, commanded by the Duke of York. The town was not so full as is usual on "Crested Sunday," and the fashionable gathering in the Royal Yacht Squadron grounds appeared rather thin; in fact, everything ruled exceptionally quiet. Foreign visitors were however present in force, and amongst the yachts at anchor were vessels flying the respective ensigns of Germany, France, Italy, and the United States.

From a racing point of view there is every prospect of very interesting sport during the week and a busy time afloat, while many of the contents will partake of an international character. The first-class racing contingent will be made up of the *Rainbow*, *Alta*, *Aurora*, *Satanstia*, and *Dona*, and it may be said, will embrace a representative selection of the yachtsmen, cutter, and yawl fleet. The *Rainbow* had a false start against the *Alta* and *Bona* at Kingstown, but she has yet to measure her speed against the *Aurora* and *Satanstia*. Since the latter has returned from the Mediterranean she has been converted to yawl rig, and the change has really improved the vessel in appearance. In strong racing winds she is likely to prove a match for the *Alta*, and she has been given a mainmast which exceeds the stipulated limit, and is a claim to claim rig allowance. *Aurora* has had some five tons of weight removed from the fore end of the lead keel, and the vessel will sail on a shorter lead waterline than last year. Naturally the *Aurora* is not so much by the head as in 1897, and the alteration may make her faster than before in light weather, but she may suffer from the loss of weight in a strong breeze. The *Rainbow*, *Alta*, and *Bona* have been docked since returning from Kingstown, and the dock-named vessel bent a new mainmast and jockeyed topmast on Saturday last. The second-class division is also represented by five vessels, and the most notable addition is the German designed and built cutter *Kosmos*, owned by a syndicate of German yachtmen, of which Admiral von Dönhoff, of the Imperial German navy, is managing representative. The vessel is built of the lightest of steel, and when competing in German waters against the British built *Santa* and *Tilly* she proved their superior on more than one occasion in strong breeze. The *Kosmos* was, however, found to be over British measurement, and had her deck weight reduced to the extent of about one ton. The alteration may effect a much-needed improvement in a light breeze, but she may not be quite so good in strong winds. The German cutter excels most in sailing to windward, and she had decisively beaten all opponents on that point. It remains, however, to be seen whether she will also prove superior to *Isola* and *Avrila*. The *Kosmos* will have a mixed crew of German and English, and W. Parker, of Southampton, is skipper.

The full fleet of 34th cutters which has been attending the Scotch and Irish regatta has come to Solent and the *Morning Star* will swell the ranks, while the *Gloria* will sail in whenever conditions admit boats of 55, rating under, *Pontent*, *Singa*, *Forsia*, *Blind*, and *Vire* are splendidly matched, and the holder of the Coupe de France has but a poor chance of winning prizes in such company. There is a very strong handicap fleet this season and many cruisers of racing pretensions, while the Solent classes and one-design boats muster in great force.

The Royal Yacht Squadron has made an important alteration this year in regard to starting its races. Hitherto vessels have had full range of the Solent from the flag-boat in Cowes Roads to the New Forest shore, and as a consequence, recalls and other shore signals were sometimes difficult, and occasionally impossible to make out. This season, however, vessels will start between the flag-boat and the Royal Yacht Squadron castle and keep between the mark-boat and the castle flagstaff every time Cowes is passed. The Royal Yacht Squadron extra match before referred to will be for a prize given by the Prince of Wales, but what class of yachts it will be open to has not yet been determined, neither has the sailing date been fixed.

THE COMPENSATION PAID BY HAWAII TO JAPAN.

AN ATTACK ON COUNT OKUMA'S DIPLOMACY.

The *Osaka Asahi* does not think that the money received by Japan from Hawaii is a sufficient compensation for the damage suffered by the emigrants rejected, the immigration companies and others concerned. The expenditure incurred by the Government in connection with this affair has not been small, and the deduction of ¥100,000 from the amount of ¥350,000 originally demanded is altogether too much. In fact, Count Okuma's diplomacy is not admirable, says the *Osaka Asahi*. And the Hawaiian Government has not paid the sum because it admits there is any justification in the demand of Japan, for the resolution adopted by the Hawaiian Privy Council on the 28th ult. reads as follows:—

"The U.S. Government having expressed its wish that the Hawaiian Government should settle the trouble existing between Hawaii and Japan arising out of the rejection of Japanese emigrants, and suggesting that the matter should be compromised by the payment of \$75,000 (gold) the Hawaiian Government has adopted the following resolution:—

"The Hawaiian Government does not recognize any responsibility or accept the onus of any illegality in the present trouble with Japan, and still holds the ground it has so far maintained. The Privy Council, however, concedes the demand of the Japanese Government, and in order to compromise and settle the differences between the two Governments, recommends that the money required should be delayed out of the national treasury, such a compromise of the difficulty being an important matter under the present circumstances."

Thus, says the *Asahi*, the Hawaiian Government appears to have paid the money as a sort of charity, while continuing to assert the justice of its action in the course about which complaint has been made. Under such circumstances the reason why the Japanese Government accepted the money is incomprehensible. The mere money payment is nothing, concludes our contemporary, and the Japanese Government would be well advised in presenting the ¥100,000 to Hawaii as a fund for carrying out the incorporation of Hawaii with the United States.—*Kobe Chronicle.*

THE CHINESE LEGATION IN TOKYO.

The peril of service of the present Chinese Representative in Tokyo having terminated, Mr. Huang Tsunshen has been appointed to succeed him. Mr. Huang was formerly nominated as Chinese Minister to Berlin, but Chinese raised objections to receiving him, and he did not take up the post. There does not exist, we believe, any understanding between the Governments of Japan and China for reciprocal consultation with regard to persons of Ministers, but, under any circumstances, Japan would doubtless welcome Mr. Huang, as he is among the most prominent advocates of progress in China. He served formerly in Japan as Secretary of Legation and subsequently as Consul-General in America, and he is said to have an intimate knowledge of the English language.—*Japan Mail.*

FRESH FROM THE WOODS.

We have been advertising for a translator, a competent translator. Some people seem to think a good translator can be picked up at any street corner, so generally has become the study of English, but such is not our experience. Some of the work that reaches an Editor of an English newspaper published in Japan is good, much is bad, and a considerable portion is very bad. There are various styles, the pompous and annoying, the simple and amusing, the credulous and funny. To which of these classes should be assigned the specimen we propose to give below, just as it reached us fresh from a budding young genius who applies to edit an English column in some widely-circulated Japanese paper, we must leave our readers to decide. The subject on which our youthful aspirant after fame elected to try his hand is an interview which took place in Tokyo one day this week. He begins:—

"The conversations between Mr. Hoshi Toru, the Japanese Minister to Washington, and the Editor of the *Kotoku Shinbun*. At the afternoon of Wednesday after two days he passed from his house at Uchiwaichō, Tokyo, at his receiving room several visitors were talking with him who are smoking the cigar sitting freely at the armchair putting up his fairly belly. The Editor asked:

"We have heard you are in sickness, and how are you now?"

Mr. Hoshi answered, "I feel at my heart, but no troubles to read the books."

Hereafter Mr. Hoshi has explained himself the reasons of his returning:—"I heard that many are saying about my returning, but all of them are in mistakes. My returning of this time I have promised before I will be there. I have told Count Okuma that I will be returned, and when Marquis Ito has dissolved the Diet I have sent the letter to the preparation to be myself returned as a representative. The Hawaiian matters have been settled already—this I have settled the matters myself at United States. And the questions of the Spanish and United States has been almost settled and I have reported about the directions of United States for Philippines. Thus I have done all the things which are to be done then I have returned. Ha! My future movement I have told Count Okuma yesterday about various matters, and that I will not go again to United States. I want to enter to the parliament and I will resign myself whenever my successor has been appointed. For a while, there are nothing remained to be done, then the sending of my successor not to be haste but to must understand the English a little."

The Editor,—"It is remembered that you have returned to be appointed the Minister of Foreign Office, before you have returned."

Mr. Hoshi answered,—"Yes I heard about that and I will take the portfolio if someone has request me to be fill up that situation. But I will not myself to request for that position for at any time I can get that portfolio."

Editor,—"What is the citizen's feelings at U.S.A. for Japan?"

Mr. Hoshi,—"They are very good, yes, very good."

Editor,—"Any special phenomena did appear there during the war?"

Mr. Hoshi,—"No, nothing, but they were felt little troubles with the scarcity of ships."

Editor,—"What with Anglo-Saxon Alliance and the Alliance of Japan, England and U.S.A.?"

Mr. Hoshi,—"That is hardest work to be done."—*Kobe Herald.*

WANTED TO SELL A CHEQUE-BOOK.

SOME TWO WEEKS AGO.

Some two weeks ago, the Hongkong & Shanghai Bank of Yokohama was applied to by a Japanese accompanied by a young woman, asking what the Bank would pay for five blank cheques he had in his possession. Of course, the suspicion of the Bank people was at once aroused by this peculiar question, and the matter was reported to a policeman who took them to be a professional thief, who had stolen two days before a travelling case containing among other things ¥45 in notes, a smaller amount in coins and a cheque book of the Hongkong & Shanghai Bank belonging to an English visitor to Japan named Geo. W. Noel, who kept it in his room while staying at the Matsumura Hotel, Ikao. Only two cheques had been used by the owner in payment of hotel-bills, therefore soon after the discovery of his being missing, he wrote to the Bank to put them on their guard against forgery, simultaneously notifying the Yokohama police. The offender, whose name is Athanas Yashiba, 27 years of age, is said to have been the thief who also stole an amount of some ¥500 belonging to a Kobemercant, at a Japanese hotel named Tanakaya at Hoochoo, Gochomo, Yokohama, and also a sum of ¥200 at a hotel at Hiratsuka some time ago. The culprit was sent to the Court a few days ago.—*Japan Herald.*

LATE TELEGRAMS.

(By Australian Mail)

HEALTH OF THE POPE.

LONDON, August 17th.
It is stated that the life of the Pope is slowly ebbing away.

GOLD AT KLON-YKE.

LONDON, August 17th.
Great discoveries of gold are reported from Lake Tashli in the region of the Klondyke goldfield.

HOOLEY'S INSOLVENCY.

LONDON, August 17th.
The examination of the witnesses in the insolvency case of Mr. Hooley has resulted in Earl de la Warr and Messrs. Buscher, Broadbent, and Brash being charged with contempt of court. It is stated that an order has been made to get Hooley to alter his evidence.

CHOLERA AT MALAKA.

LONDON, August 17th.
During July last 117 deaths from cholera are reported to have occurred at Malaka.

IMPERIAL PENNY POSTAGE.

LONDON, August 17th.
The scheme of Imperial penny postage agreed upon at the recent Postal Conference in London is to come into operation on Christmas Day next.

NEW TORPEDO BOATS FOR JAPAN.

LONDON, August 18th.
The Japanese Government has ordered five new torpedo boats to be constructed in England.

THE PARLIAMENT.

LONDON, August 18th.
RUSSIAN ACTIVITY.
PLAUSIBLE ASSURANCES.

LONDON, August 17th.
Telegrams received from Shanghai state that the Russian officials at Peking are endeavouring to obtain the control of the Chinese Maritime Customs.

A St. Petersburg journal states that the English newspapers have been misinformed as to recent events in China, and there is no alleged invasion of Russia in the interests of Great Britain.

Li Hung Chang, whose power is again in ascendancy in China, denies the statement that Great Britain's humiliation is due to the Tungling Yamen tricking to Russia. It is reported that Lord Salisbury contemplates demanding from the Chinese Government the dismissal of Li Hung Chang.

Severe comments are being made in the London Press on the absence of skillful diplomatic ability on the part of the British Government in connection with Chinese affairs.

CLOSE OF THE SPANISH-AMERICAN WAR.
LONDON, August 18th.
The American Government anticipates interminable difficulties in settling the terms of peace with Spain.

The Cuban insurgents have agreed to abide by the armistice declared, and will cease hostilities.

Admiral Cervera, who is on parole in the United States, has been everywhere received with great demonstrations, and on passing through Portsmouth and Boston has been received on aovation.

The terms of the peace protocol between the United States and Spain are said to be that troops to leave Cuba and Porto Rico with their arms and equipments, and all the honors of war.

It has transpired that after the entry of the American troops into Santiago the Spanish dead were found to be unburied. The bodies were piled up and cremated.

A conference has taken place between the United States officials and the Cuban leaders, and it is now understood that the insurgent forces will be disbanded, the American government paying them for their services in the field.

Five "fever proof" United States regiments are to be left to garrison Santiago. The remainder of General Shafter's army are to re-embark by Saturday next for the homeward voyage.

General Blanco, who has recently resigned his office as Governor General of Cuba, has been ordered to remain at his post until the Spanish troops evacuate the country.

A MEDICINE FOR PHTHISIS.
One of those cures that are flashed before the eyes of the public from time to time, and then disappear for ever from sight, is announced by a vernacular newspaper. Tuberculosis is the disease to be conquered, and the new sovereign remedy has the interest of being compounded with ingredients of rare value, which are known to physicians would not suffer from treatment more than three thousand sufferers. It is hoped, however, that researches now being conducted will lead to the discovery of suitable substitutes.

Originally a certain Mr. Tomaji Shinkawa was said to be the inventor, but he did not discover the drug, but received it from a friend, and found it so efficacious that he is making arrangements to distribute it. It is of course—among the physicians of his acquaintance—He said that its principal ingredient is nitrogen, which explanation rather militates against the original rumour of scarcity. Mr. Tomaji was once a member of the Diet. He now deals in fireworks, and owns a periodical called the *Yoji Zasshi* (spiritual magazine)—*Japan Mail.*

THE FINANCES OF MANCHURIA.

THE FOLLOWING LETTER TO THE TIMES WILL DOUBTLESS PROVE OF INTEREST TO OUR READERS:—

Sir,—A short time ago I addressed you a letter in order to show how slender were the resources of Manchuria (see *The Times* of May 23 last). I also alluded to the stupendous efforts being made by the Manchou Generalissimo and Viceroy Itokega in order to purify the administration. His Excellency now writes to the Emperor in a pardonable state of exultation, and his memorial is published in the *Peking Gazette* of June 4. In two short years he has trebled the local revenues; and as he says, "this extraordinary result has been achieved by means of a system which even under an honest Viceroy's own eye."

Itokega's results are, indeed, so surprising that it is worth while recording them. It only so shows how cap able of development is the southernmost of the three Manchurian provinces, in which our commercial interests chiefly lie. He says:—"I have collected 467,800 taels on 1,1, 500,000 taels on Eastern Customs, 179,370 taels on Nu-chwang (Hsin), 184,800 taels on weights and measures charges (in cities) 159,500 taels on various taxes at divers ports and places, 16,800 taels on salt and tobacco (special extra), 1,600,000 taels on foreign and native opium."

It will thus be seen that the revenues collected in one year (say 3,000,000 taels, or £400,000 at present rates) are more than triple my estimate (£120,000) for revenues from all sources, and it would indeed be a gain to foreign trade if a few honest governors such as Chang Chi lung, Li Ping-Hong, Liu K'un-yi, Ch'ia Pao-ch'ia, &c., could be encouraged to imitate Itokega's example. I may mention that Prince Kuang on his death-bed specially mentioned the two first men as being men of integrity.

Itokega goes on to say:—"The above opium revenue is double what it was in 1895 before the war: the life is 300,000 more than it was in 1896; and the Eastern Customs are 400,000 more than when I came in 1895." It would weary your readers were I to separate the Customs from the *li-tai*, the "specials" from the "ordinaries," and so on in each case; but the figures, which are the main point, are in themselves sufficient to show what a future China might hope for if foreign Powers would cease nibbling at her and worrying her, and if she were left alone to choose her own instructors, advisers, and bankers.

I am, &c.,

E. H. PARKER.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1895.

Barometer 29.818
Thermometer 80.1
Humidity 77
Rainfall 8.58

TO-DAY.

WEATHER REPORT.
On data at 4 p.m. On data at 4 p.m.
Barometer 29.91 29.84
Thermometer 82 85
Humidity 82 85
Rainfall 0.61

TO-DAY.

Saturday, 3rd September, 1898.
Chinese—18th of 7th moon of 8th year of Kuang-shi.

Sun—Rises 5hr. 44min.
Sets 5hr. 14min.
High water—Morning 10hr. 28min.
Afternoon 10hr. 57min.
Low water—Morning 4hr. 17min.
Afternoon 4hr. 58min.

ANNIVERSARIES.
1650—Battle of Dunbar.
1651—Battle of Worcester.
1658—Oliver Cromwell died.
1783—Treaty of peace between England and United States signed.

1778—Loss of the *Arcturion* in the Thames.
1823—Governor Sir George Bowen left Hongkong for Peking.
1824—Great fire at Ningpo; 700 houses burnt.
1824—Hongkong Plague Proclamation revoked.
1826—Destructive fire at Canton; 200 houses destroyed.

TO-MORROW.

Sunday, 4th September, 1898.
Chinese—19th of 7th moon of 8th year of Kuang-shi.

Sun—Rises 5hr. 45min.
Sets 5hr. 15min.
High water—Morning 11hr. 45min.
Afternoon 11hr. 45min.
Low water—Morning 4hr. 18min.
Afternoon 4hr. 59min.

ANNIVERSARIES.
1839—Capt. Elliot fired upon by the battery at Kowloon.
1841—The forts in the Canton River garrisoned by Chinese troops.
1870—French Republic declared.
1881—The *s.s. Europa* lost at the mouth of the Min River.
1892—Terrible fire at Ichang; 200 lives lost.
1893—The Netherlands Hospital opened by Governor Sir William Robinson.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

Union Church—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Roman Church—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.
MAILED DUE:
Indian (*Sutangi*) 5th inst.
American (*Asio*) 6th inst.
American (*Dork*) 10th inst.
Australian (*Mammut*) 11th inst.
Canadian (*Empress of Japan*) 12th inst.
Tacoma (*Victoria*) 16th inst.
American (*Glenfear*) 22nd inst.

THE P. M. S. Co.'s steamers *Asio* with mails, &c., left Shanghai for this port at 10 p.m. yesterday, the 2nd inst.

THE O. S. S. Co.'s steamer *Telemaque* left Singapore for this port yesterday afternoon, the 2nd, and may be expected here on or about Friday, the 9th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isadore Pons at Kowloon Dock
Ningchow " " "
Talis " " "
Concord (U.S.S.) " " "
Morita " " "
Morita Tsubu " " "
Celtic Bard " " "

PASSED THE CANAL.

OUTWARD—*Momonthakira*, Kwanang Aug. 5th; *Girin* 9th; *Natal*, *Filistakira*, *Undanad* 12th; *Johny Sanderson*, *Willebrand* 16th; *Canton* 19th; *Ulysses*, *Nürnberg*, *Ningchow* 23rd; *Queen Olga*, *Ottospoel* 26th; *Kiduck*, *Laurel*, *Branch*, *Andulita* 30th.

INWARD—*Hector*, *Oceanic* August 26th; *Darmstadt* 30th.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. ROWLEY, M.D., Butter-Knowledge, Darlington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[Advt.]

Consignees.

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th September will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 5th September, or they will not be recognized.

All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 29th September, at 2 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 29th August, 1898. [1016]

"GLEN" LINE OF STEAM PACKETS.
FROM MIDDLEBORO, LONDON AND STRAITS.

THE Steamship
"GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 7th September will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 14th September, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 31st August, 1898. [1017 1043]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"FORMOSA"

FROM LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From Italy, ex *S.S. Thamus*.
From Madras, ex *S.S. Lalpore*.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-MORROW.

Goods not cleared by the 6th September, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 31st August, 1898. [1017 1043]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BALLARAT"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *S.S. Himalaya*.
From Penang, Galle, ex *S.S. Simla* and *Pandora*.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



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STEAMERS.	DESTINATIONS.	SAILING DATES.
KAG. SHIMA MARU J. W. EKHARD	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 6th September, at Noon.
YAMAGUCHI MARU J. F. ALLEN	SEATTLE, (via) V. KORE, YOKO- HAMA and VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
HITACHI MARU C. HILCOCK	MARSEILLES, LONDON and ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 15th Sept., at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st September, 1898.

16

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FOR

MILITARY
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Sole Agents to the East for the amalgamated
CLIMAX, HUMBER and GLADIATOR Co., Ltd.
DUNLOP TYRES & CYCLES. Prices... \$165.
A special reliable Watch made for this climate.
Quality... \$165.
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ANTI-CORROSIVE
ANTI-FOULING
MANUFACTORY.
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY,
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.
Hongkong, 14th May, 1898.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES.
MARINE GLASSES and SPGLASSES.
Nos. 54 & 55, Queen's Road Central.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS,
NAVAL CONTRACTORS and GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAUHEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES and REQUISITES—
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 1st May, 1898.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all
kinds of NEEDLE WORK.
Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.
Ladies and Children's Under-clothing,
Children's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superiors will also be most grateful for
any PAPER, or old REVENUES to be made into
Books for the Children of the Poor Schools, who
are taught by the Sisters.
Hongkong, 22nd April, 1898.

MEE CHEUNG,
PHOTOGRAPHER,
"FLOOR OF ICE HOUSE,"
In-House Road.

Sole Agent to the East for the amalgamated
CLIMAX, HUMBER and GLADIATOR Co., Ltd.
DUNLOP TYRES & CYCLES. Prices... \$165.
A special reliable Watch made for this climate.
Quality... \$165.
Quantity... \$125.
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARCY STREET
TERMS VERY MODERATE.
Correspondence
Hongkong, 14th September, 1898.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA (DIRECT)
THE Company's Steamship

"TAI LEE,"
Captain Kock, will be despatched for the
above Port on WEDNESDAY, the 7th instant,
at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 2nd September, 1898.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"
Captain Kock, will be despatched for the
above Ports on MONDAY, the 12th September,
at 4 P.M.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.

A daily qualified Surgeon is carried.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the CHINA NAVIGATION
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th August, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"MACDUFF,"
will be despatched as above on or about the 25th
instant.

S.S. "CHAZEE".....about 15th Oct., 1898.
S.S. "LENNOX"....." 30th Oct., 1898.
S.S. "ENERGIA"....." 15th Nov., 1898.

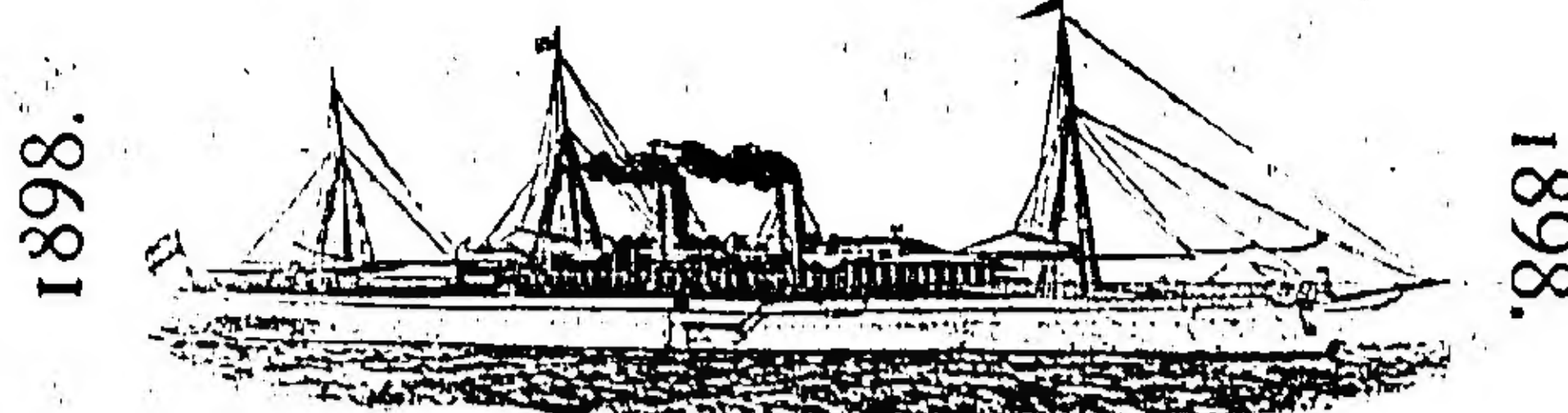
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 2nd September, 1898.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRAPURA,"
Captain A. Worsell will be ready to receive
cargo as above on MONDAY, the 29th instant
and will have quick despatch.
For Freight and Further Particulars apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 25th August, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 28th Sept., 1898.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIPS
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddar's Street,
Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY and TAIWANFOO.
THE Company's Chevioted Steamship

"KONGRENG,"
Captain Joslin, will be despatched for the
above Ports, TO-MORROW, the 4th instant
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAK & Co.,
General Managers.
Hongkong, 3rd September, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SAMARANG and SOERABAYA.
THE Company's Steamship

"SHANTUNG,"
Captain Frampton, will be despatched as above
on MONDAY, the 6th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st September, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
(Taking through Cargo for WESTERN AUSTRI-
LIAN P. R.TS.)

THE Company's Steamship

"PATROCLUS,"
Captain Dickens, will be despatched as above
on TUESDAY, the 6th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th August, 1898.

NAVIGAZIONE GENERALE ITALIANA,
(FLORENCE & RUBATTONI UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG and BOMBAY.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

VENICE and TRIESTE, all MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"
Captain Delays, will be despatched as above
on WEDNESDAY, the 7th instant, at Noon.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For Further Particulars regarding Freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd September, 1898.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LIV,"
will be despatched as above on or about the 8th
September, 1898.

For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 22nd August, 1898.

FOR MANILA VIA AMOY.
THE Steamship

"OSLO,"
Captain Petersen, will be despatched for the
above ports on or about SATURDAY, the 10th
instant.

For Freight or Passage, apply to
M. A. DE SOUZA & Co.,
30, Stanley Street,
Hongkong, 2nd September, 1898.

SAILING VESSEL.

FOR NEW YORK.
THE "A. A. Norwegian Bark
"PRINCE ARTHUR."
Captain Olsen, having arrived will load here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 12th July, 1898.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

MAKING CARBO-PAK PASSENGER
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS
AND
OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu)..... Tuesday, 20th Sept.,
at Noon.

Belita (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu)..... Tuesday, 11th Oct.,
at Noon.

Coptic (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu)..... Saturday, 29th Oct.,
at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 20th instant, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained upon
application.

Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 21st September 1898.

A CURE FOR ASTHMA!!!
GRIMAUD'S
INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, Ner-
vous coughs, Laryngitis, Colds, with
Whooping, Bronchitis, Insomnia,
Catarrhal affections, and difficulty
in expectoration are promptly relieved
by these Cigarettes.

G. GRIMAUD & Co., Paris; Sold by all Chemists.

GRIMAUD'S
Matico Capsules
AND INJECTION

Renowned for its efficacy in curing the
Asthma, the Matico Capsules and the Matico In-
jection are the most active and the most reliable
of all the remedies for the treatment of
Asthma and Chronic Discharges. These Capsules
and Injections have not the inconvenience of
producing Nausea.

MATIO INJECTION is used in recent
and chronic cases.

MATIO CAPSULES are the more chronic cases.

GRIMAUD & Co., Paris; Sold by all Chemists.

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)



HAMBURG
AMERICA LINE.
(Fast Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL,
GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SARNIA Ehlers	HAVRE AND HAMBURG.....	About 8th September.	Freight and Passage.
SUEVIA Fock	HAVRE AND HAMBURG.....	About 19th September.	Freight and Passage.
*SILESIA Heusers	HAVRE AND HAMBURG.....	About 25th September.	Freight and Passage.
ALESIA Meyerdercks	LONDON, HAMBURG & ANTWERP....	About 12th October.	Freight.

* This Steamer has Superior Accommodation for First and Second Class Passengers and
carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 2nd September, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon | Sept. 17.
Victoria... 3,167 | J. Truebridge | Sept. 27.
Olympia... 2,608 | T. H. Dobson | Oct. 22.
Columbia... 2,605 | A. G. W. | Nov. 1.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Hogut... 3,654 | C. H. Butler | Sept. 10.
..... | |
Bramar... 3,601 | E. Porter | Nov. 1.

* Calling at AMOY.

THE attention of Passengers is directed to
the very cheap rates offered by this Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).

Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 30th August, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN and HAMBURG.

PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, and SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia... Wednesday | 14th Sept.
Darmstadt... Wednesday | 12th Oct.
Sachsen... Wednesday | 9th Nov.
Bayern... Wednesday | 7th Dec.
Prinz Heinrich... Wednesday | 4th Jan., 99.

ON WEDNESDAY, the 14th day of Sept.,
1898, at 9 A.M., the Company's Steamship
"PREUSSEN," Captain R. Heintz, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at
NAPLES and GENOA.

Shipping Orders will be granted till Noon on
Monday, the 12th Sept. inst. Cargo and Specie
will be received on board until 5 P.M. on Tuesday
the 13th Sept., and Parcels will be received at
the Agency's Office until NOON on TUESDAY, the
13th Sept. Contents of Packages are required.
No Parcel Receipts will be signed for less than
22.50 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th August, 1898.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Astoria (via Nagasaki) Saturday, 10th Sept.,
Kobe and Yokohama (For Cargo only).